

Intimations.

To-day's Advertisements.



HONGKONG VOLUNTEERS.

26th May, 1878.

AS HER MAJESTY'S BIRTHDAY is to be celebrated on MONDAY Next, the 27th Inst., there will be no PARADE on that Day.

T. C. DEMPSTER,
Captain 28th Regt.,
Commandant.

my27

FOR SINGAPORE AND PENANG.

The British Steamer

"JAYLA"

Capt. WEBER, will load here for the above Ports, and will leave this on TUESDAY, the 28th Inst., at 2 p.m.

For Freight or Passage, apply to
HOP KEE.

Hongkong, May 25, 1878. my28

FOR SWATOW, AMOY & FOOCHOW.

The Steamship

"KUAN TUNG."

Capt. PUKONG, will be despatched for the above Ports on WEDNESDAY, the 29th Inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.

Hongkong, May 25, 1878. my29

PERU AND CHINA MAIL STEAMSHIP COMPANY.

The Steamer

"PERUSIA"

Captain McKIBBY, will be despatched from WHAMPOA for CALLAO, touching at HONOLULU, on or about FRIDAY, 31st Inst.

For Freight or Passage, apply to
OLYFANT & Co., Canton.

Canton, May 24, 1878.

NOTICE.

THE Interest and Responsibility of Mr THOMAS MERCER in our Firm CEASED on 31st December last.

THOMAS & MERCER.

Canton, May 23, 1878. [c25]

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

DEVANA, British barque, Capt. William May, Melchers & Co.

H. G. JOHNSON, American barque, Capt. Isaac H. Colby, Arnold, Karberg & Co.

CEYLON, American barque, Captain Edward Kelly, Olyphant & Co.

AMERICA, British steamer, Captain J. Graham, B. & Co.

DAGO, British steamer, Captain G. B. Hadcock, Meyer & Co.

IPHIGENIA, German barque, Captain G. Green, Weller & Co.

ELIAS, British steamer, Captain Alex. B. Miller, Jardine, Matheson & Co.

ANGAR, British steamer, Captain C. E. Stenart, Holliday, Wise & Co.

NAVYHAWK, American barque, Captain Bantow, Arnold, Karberg & Co.

SHIPPING.

ARRIVALS.

May 24, *Navesink*, American barque, 724, Barstow, Nagasaki May 6, General, Arnold, Karberg & Co.

May 24, *H. C. Orest*, Danish steamer, 237, E. Suenon, Shanghai via Amoy May 20, Cable, G. N. T. Co.

May 24, *Yotung*, British steamer, 286, S. W. Goggin, Swatow May 23, General, Kwok Achong.

May 25, *Amoy*, British steamer, from Canton.

May 24, *Albion's Isle*, British barque, 360, Burgess, Newcastle (N.S.W.) March 21, Coal, Gao Co.

May 25, *Occident*, German barque, 248, Timman, Newchwang May 10, Beane, Winters & Co.

May 25, *Ningpo*, British steamer, 761, R. Cass, Shanghai May 22, General, Suenster & Co.

DEPARTURES.

May 25, *State of Alabama*, for Fochow.

25, *Manuel*, for Manila.

25, *Puyao*, for Shanghai.

25, *Sun-lee*, Chinese g. b., for a cruise.

25, *Tigre*, for Macao, etc.

25, *Yaso*, for Coast Ports.

25, *Bemeralda*, for Manila.

25, *Eloano*, for London.

CLEARED.

Thomas Fletcher, for Yunglam.

St. Anne, for Newchwang.

Menelaus, for Shanghai via Amoy.

Bellona, for Saigon.

Altona, for Hankow.

Cruiser, for Nagasaki.

Amoy, for Shanghai.

Forward, for Labuan.

Cypriote, for Fochow.

Agave, for Yokohama.

Juste Jamison, for Keelung.

Dago, for Hankow.

PASSENGERS.

ARRIVED.

Per *Yotung*, from Swatow, 38 Chinese, and 2 Europeans deck.

Per *Ningpo*, from Shanghai, 1 European deck, and 61 Chinese.

DEPARTED.

Per *Tigre*, for Saigon, Capt. Legallard, and 6 Chinese; for Singapore, Messrs R. McDonald, W. Mc G. Smith, and 10 Chinese; for Macao, Messrs A. Carrotero & Puentes, Edward de Sui, and T. Trusotti; from Shanghai for Macao, Messrs A. Oestmann, A. Winsor, G. P. S. Lawrence, James Shearer, and L. Stornesbrink; from Yokohama for Saigon, Mr. Spooner; for Macao, Messrs A. Schmidt, Housal, A. Lavy, and A. Hamilton.

Per *Yaso*, for Swatow, Capt. McKibbin, and Mr. A. H. Goodwin; for Amoy, Mr. and Mrs. Junior and child, and Mr. N. O. Stevens; for Coast Ports, 20 Chinese.

Per *State of Alabama*, for Fochow, Mr. J. C. Burt.

Per *Puyao*, for Shanghai, 3 Chinese; Saigon, and 140 lower berth.

PASSENGERS.

To Depart.

Per *Menelaus*, for Shanghai via Amoy, 1 European and 120 Chinese.

Per *Bellona*, for Saigon, 100 Chinese.

Per *Forward*, for Labuan, 2 Chinese.

Per *Formosa*, for Bangkok, 4 Chinese.

SHIPPING REPORTS.

The British steamer *Yotung* reports:

Fresh S.W. monsoon with rain.

The German barque *Occident* reports:

Northerly wind as far as Liu Ti Shan,

from there changeable but mostly fair wind.

From Chapel Island fresh N.E. with rain to port.

The British steamer *Ningpo* reports:

Fresh part experienced moderate southerly

winds with swell and thick foggy weather,

thence to port strong N.E. monsoon and

cloudy weather.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—

Per *Amoy*, at 9 a.m., on Sunday, the 26th

inst.

For HANKOW.—

Per *Altona*, at 9 a.m. To-morrow, the

26th inst.

For YOKOHAMA AND HIOGO.—

Per *Agave*, at 9 a.m. To-morrow, the

26th inst.

For SWATOW.—

Per *Yotung*, at 7.30 a.m., on Monday,

the 27th inst.

For AMOY AND SHANGHAI.—

Per *Menelaus*, at 7.30 a.m., on Monday,

the 27th inst.

For HONOLULU.—

Per *brig Elia*, at 4 p.m., on Monday,

the 27th inst.

For HANKOW.—

Per *Dago*, at 4.30 p.m., on Monday, the

27th inst.

For SAIGON.—

Per *Bellona*, at 4.30 p.m., on Monday,

the 27th inst., instead of as previously

notified.

Per *Sea Gull*, at 9.30 a.m., on Tuesday,

the 28th inst.

For STRAITS SETTLEMENTS.—

Per *Java*, at 1.30 p.m., on Tuesday, the

28th inst.

For SWATOW, AMOY & FOOCHOW.—

Per *Kuan tung*, at 11.30 a.m., on Wed-

nesday, the 28th inst.

For BANGKOK.—

Per *Rajawattimuhar*, at 1.30 p.m., on

Wednesday, the 28th inst.

For YOKOHAMA & SAN FRANCISCO.—

Per *City of Peking* is postponed till

further notice.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Belgo*

will be despatched on TUESDAY,

the 28th inst., with Mails for

Japan, San Francisco, and the United

States, which will be closed as fol-

lows:—

2 p.m. Registry of Letters closes.

2.30 p.m. Post-Office closes, but Letters

(except for Non-Union Countries) may

be posted on board the Packet with

Lat. Fee of 18 cents extra Postage

until the time of departure.

Correspondence for Non-Union West Indies

(except the Bahamas and Hayti), Costa

Rica, Honduras, Monte Video, New

Granada, Paraguay, and Uruguay can

no longer be sent by this route.

Hongkong, May 23, 1878. my28

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *Lombardy*

will be despatched with the Mails for

Europe, &c., on SATURDAY, the

1st June.

The following will be the hours of closing

the Mails, &c.:—

Friday, 31st May.—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night

Box, which remains open all night.

Saturday, 1st June.—

7 a.m., Post Office opens for sale of

Stamps, Registry of Letters, and

Posting of all correspondence.

10 a.m., Post Office closes except for Late

Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with

Lat. Fee of 18 cents extra

Postage till

11 a.m., when the Post Office Closes

entirely.

11.30 a.m., Letters (but Letters only)

addressed to the United Kingdom

via *Brindisi*, or to Singapore, may

be posted on board the Packet with

Late Fee of 48 cents extra postage,

till

11.50 a.m., when the Mail is finally

closed.

Hongkong, May 20, 1878. jel

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Sindh* will

be despatched from Hongkong on

SATURDAY, the 8th June, with

Mails to and through the United

Kingdom and Europe, via *Mad-*

ras, to Saigon, Singapore, Bata-

via, Galle, Australia, New Zea-

land, Tasmania, Fiji, Aden, Sey-

chelles, Reunion, Mauritius, Suez,

and Alexandria. This is the best

opportunity for forwarding Cor-

respondence to E. Africa, the Cape,

St. Helena, and Ascension.

Letters may also be forwarded to India

by this Packet.

The following will be the hours of closing

the Mails, &c.:—

Friday, 7th June.—

5 p.m., Money Order Office closes.

Post Office closes except the Night Box,

which remains open all night.

Saturday, 8th June.—

7 a.m., Post Office opens for sale of

Stamps, Registry of Letters, and

Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late

Letters.

11.10 a.m., Letters (but Letters only)

except those to and through *Australia*,

may be posted on payment of a

Late Fee of 18 cents extra postage,

until

11.30 a.m., when the Post Office Closes

entirely.

Hongkong, May 20, 1878. jel

CARGO.

Per S. S. *Tigre*, sailed 25th May, 1878:—

For Macao, 805 bales Silk, 48 bales

Waste Silk, 28 cases Silk, and 690 pigs.

Sundries.—For London, 424 bales Silk, 52

cases Silk, 20 cases Antiseptic Oil, 600 half-

cheats and 7,511 boxes Tea, 3 cases Treas-

ure (\$59,800), and 132 pigs. Sundries.

MEMOS FOR TO-MORROW.

RELIGIOUS SERVICES.—

S. JOHN'S CATHEDRAL.—The Right

Reverend Bishop Burdon: The Rev. E.

Davis, Acting Colonial Chaplain. Morning

Service 11, Evening 5. Holy Com-

munion on the first Sunday in the month.

Military Service.—Rev. J. Henderson,

acting Military Chaplain. At 8 a.m.

Morning Prayer, &c. Holy Communion

on the third Sunday in the month.

UNION CHURCH.—Morning Service, at

11 a.m., Afternoon, 6 p.m.—Divine Service

in Chinese, 2-3 p.m. every Sunday, with

communion on first Sunday of every month.

—Rev. Dr. Eitel.

St. PETER'S SEAMEN'S CHURCH.—Rev.

J. Henderson, Service at 6 p.m., every

Sunday. All seats free. Morning Prayer

and Communion on the first Sunday of

each month at 1

100-443887-100

Portfolio.

A SKETCH FROM NATURE.

I hear a snail taken,
A herald has spoken,
The sweetest spell is broken
Of summer's warm days!
No more lovers tarrying,
Their fond hopes enjoining,
Till kisses grow cloying,
Beneath the moon's rays.

Harsh breezes are sighing,
Earth's blossoms are dying,
Pale rose-leaves are lying,
Upon the damp lawn;
Bright hours are fleeting,
Mists come with chill greeting,
And cold is the meeting
Of evening or morn.

Gay summer is going—
The sweet meadow mowing,
The reaping and sowing,
Are over and past;
The robin is singing,
The summer's small ringing,
While Autumn is bringing
His yellow leaves fast.

As twilight falls lightly,
With gray shadow nightly,
The sun still looks brightly
Upon that red breast—
A look warm and glowing,
A last fond look throwing,
Where melody's flowing,
As he sinks to rest.

—Charles Curle.

JACK, THE DIVER.

"Too old to dive!" said Jack, with great emphasis; "not a bit of it. As soon as times get a little better I'll be at it again, and I'll make more money in one day than these land lubbers make in a month."

"But," continued he, his anger dying away, "you wanted me to spin a yarn about myself. Well, I was born in Dublin, old Ireland, in March, 1818. I went to sea when I was between 9 and 10 years old. I sailed almost all over the world. I went to the West Indies and to the East Indies. I saw considerable of war, too. I sailed on the English gunboat *Talavera*, of seventy-four guns, in '30. I was in the battle of Joan D'Arc, and received a medal for bravery while there. I sailed on the frigate *Brandywine* for two years and three months. Then I went on a West India mail steamboat. Finally I went aboard the steamer *Dux*. It was while I was on her that I began to dive. I came on deck one day, and, in fact, said I would like to dive. I said—in sport, you know—that I didn't believe there was anything so great about diving after all. We had several with us, you know. We were raising a wreck in the English Channel. It was the wreck of an East Indian merchantman that was sunk. She was loaded with all sorts of merchandise. They were raising her with rubber bags. The divers said go down and take with him a big airtight rubber bag. Each of them bags when filled with air would raise five tons. They were fastened all over the vessel and connected with rubber pipes. After we had fastened hundreds of them to her, air was pumped into 'em and they lifted that vessel out of the water just as easy as rolling off a log. It was to fasten on those air-bags that the divers were hired. I had often wished that I could be a diver, because they were getting £45 a month, while we sailors were making only £3. But I had never thought that I could, because I didn't suppose I had the grit to learn. Many a man got killed while learning to dive, you know. But as I was tellin' ye, one day I came on deck and was sayin' that I would like to dive, when the Captain took me up. Said he, 'I want you to go below and shorten up that wheel rope.' I would have given more than anything to have got out of it, but I wasn't goin' to back down because if I had I would never have heard in the last of me. I got on the armor, and in the afternoon I went below. I can't describe to you the feeling that comes over a man when for the first time he puts on the armor and gets ready to dive. The great heavy helmet makes him feel as if he was goin' to smother. As I looked at the long rubber pipe leadin' from the air pump to the helmet, I thought what if that should get broke while I was down below. Some careless fellow must step on it and shut off the air, and then what would become of me? Before I went down I had to learn the signals. Besides the long hose that came down and connected with my helmet, there was a life-line about my waist which a signal-man on deck held. That is of almost as much consequence as the hose. I was taught if I wanted more I should jerk on the hose once; if I wanted I should take up the slack on the hose, I was to pull three times on it. Then there were signals on the life-line. One jerk on the line meant 'Hold on!' one pull and a shake, 'Lower away!' two jerks, 'Pull up.' (Whether the tackle may be attached) three pulls, 'Take me out.' There are several signals. There's one which every signal-man knows all about, that means, 'Pull me out quick for God's sake!' Finally, after I'd got ready, they lowered me down. The minute I struck the water I felt all right. The heavy feeling of the armor went away, and I seemed as light as a feather. As soon as I struck the deck of the wreck I began to walk around. I couldn't see very well, and had to be careful not to get my life-line tangled in the rigging. I hadn't been down long before I wanted more air. I felt as if I was smothering. Oh, it was terrible. The most peculiar thing about a man's feelings, when for the first time he's down below a 'divin', is the pain that takes him in the head right behind the ears. It feels as if some one was sticking a sharp knife into him. It put me in terrible misery, and it was some little time before I got over it. I stayed down for an hour, and when I came up I felt pretty bad out of the eyes, ears, nose and mouth. But I felt big, I tell you, because I hadn't allowed myself to blink my eyes."

Jack gave a graphic description of the appearance of the first sunken steamboat into which he ever went. It was about two miles from shore that the vessel had gone down. He went into her for the purpose of recovering her cargo. The bodies were of no consequence, he stated. "It is a singular fact," said he, in substance, "that the corpses of women in sunken vessels always lie face upward, while men are invariably face downward. The cabin of the vessel presented a horrid appearance. The bloated bodies all laid up next the ceiling. Some were clasped in each other's arms. One mother had in her arms her baby. A husband and wife were clasped in each other's embraces so firmly,

that they could not pull them apart. I've had practice among sunken divers to go through the pockets of corpses that they find, and take all the valuables. I have known divers to make thousands of dollars in that way. There is a sort of a pocket in the armor, in which they carry tools, and I have seen divers come out of a wreck in which they had been working, with their pockets filled with gold watches, diamond rings, and pins, and all sorts of trash. I dove in Mobile Bay, where I put over 800 chains under an ironed. The greatest annoyance that we had there was sharks. They didn't hardly dare tackle us, because with our armor we looked more like scarecrows than anything else. They would come sailing along, and greedily swim up towards us with their great mouths wide open, but when they got within a few feet of us they would stop and lay there flapping their fins and looking it seemed to me, like the very devil himself. Finally we devised a way to scare them so that they never failed to frighten them so that they would stay away an hour or longer before they dared to come back. The armor that we wear is air-tight, you know. Our jacket sleeves were fastened around our wrists with an elastic, so that the air could not escape. By running my finger under the sleeve of my jacket I could let the air out, and as it rushed into the water it would make a hissing noise and a volume of bubbles shoot up. So whenever those infernal sharks would come prowling around I would hold out my arm toward them, and, putting my finger under the elastic of my jacket sleeve, I would let a lot of air out, and send a stream of bubbles into the shark's face, with a hissing noise like steam from a gauge-cock. The way that those sharks would go scotting off was funny to behold."

"Jack," said the interviewer, "it is said that the submarine diving is very profitable business; what is the largest salary that you ever made?"

"I was working for Otis & Brothers, getting out bales of cotton. I was to have \$5 a day, work or play, and \$5 for every bale of cotton that I got out. I worked about six hours one day, and got out 485 bales of cotton. My income that day was \$2,425. I tell you, I have made enough to buy and sell many a rich man in this town; but bless you I could never keep it."

"I have had several narrow escapes from drowning," said Jack, as he re-lighted his ancient and much-tanned pipe, "but about the closest call was when I was workin' in the waterworks crib in Cleveland. You see much depends on having a good signal-tender. I can tell when some one else beside the regular signal-man steps up and takes hold of the line. So can any good diver, for that matter. There was the diver that worked for the Lake Shore Railroad Company when they were building the abutments of their new bridge across the Maumee. By the way, was paid \$40 a day for 100 days. He was working one day shortly after he had begun the job, and I went down to see him. The signal-tender asked me if I would take hold of the line. I did so, and gave it three or four little shakes that a good diver always understands. He immediately answered back and let me understand that he knew I was there. But I was going to tell you about that narrow escape. I had a signal-tender who didn't hardly understand his business. The mouth of the crib had been stopped up with dirt, and I was clearing it out. I had crawled through the entrance, which was a sort of door, and all at once, when I went to turn around, I pulled my helmet off. There I was, out in the water, where, in a short time, I knew I would drown. I pulled twice on the life-line for the signal-tender to pull me up, but he didn't do it. I felt that I was filling up with water, fast, and I pulled again. But still he did not understand. Of course all my armor had filled with water, there was no air in it, I was held down by tons weight. Suddenly George, who I was telling you about, and who had just come down to see me, stepped up and took hold of the life-line, shook it, and asked me what I wanted. I had just strength enough left to give two hard pulls, which meant, 'I'll pull me up quick.' George, I afterwards heard them tell, yelled to the signal man and told him, 'Help me pull in that life-line, and pull for all you're worth, for Jack is drowning!' They hauled me up out of there mighty quick, now I tell you, and it took lots of strength to do it, because my armor was full of water. When they got me to the surface I was clean gone, and it was more than an hour before I came to, enough to speak."

"The deepest water that I was in was 168 feet. When one is down so low it is hard work to get air. I have had the air pump manned by six men working with all their might, and still I've been obliged to pull on the air-line and call for more air."

The old resident has a wife and family living in Blackwell, Eng., none of whom he has seen for years, and from whom he has not heard in some time. Out of his vast earnings he has saved but little—a farm of wild land near Manly, N. York, being about all his possessions. But he is happy, and what more could he desire?

MR. THOS. BRASSEY'S YACHT "SUNBEAM" IN CHINESE WATERS.

HONGKONG AND CANTON.

We extract the following from Mrs. Brassey's new book, *The Orbits of the Sunbeams*—

Monday, February 26th.—At 4 a.m. we found ourselves close under the light on the eastern end of the island of Hongkong. We were surrounded by islands, and the morning was dark and thick; so we waited till 8.30, and then steamed on through the Howlong passage up to the city of Victoria, as it is really named, though it is generally called Hong Kong. The channel is long, and in some places so narrow that it is like going through a mountain pass, with steep hills and rocks on either hand; but the combined effect of the blue waters, and red, brown, and yellow hills, is very fine.

On the town of Victoria the crowd of shipping is immense, and it becomes a difficult task to thread our way between the fleets of sampans and junks. The latter are the most extraordinary-looking craft I ever saw, with high, overhanging sterns and roll, or rather draw, up sails, sometimes actually made of silk, and pulled like a lady's net-bell dress. Their decks are so crowded with lumber, live and dead, that you wonder how the boats can be navigated at all. But still they are much more picturesque than the Japanese junks, and far more useful.

Many of these sampan people have never set foot on shore in their lives, and this water-life of China is one of the most extraordinary features of the country. It is what strikes all travellers, and so has tempted me to a digression.

A lieutenant from the flag ship came on board and piloted us into a snug berth, among the men-of-war, and close to the shore, where we were immediately surrounded by sampans, and pestered by portentous Chinese clamouring on board. The donkey-engine, with well-rigged hose, soon, however, cleared the decks, bulwarks, and gangways, and we were not bothered any more.

After breakfast we landed on the Praya, a fine quay, extending the whole length of the town. On it are situated many of the large stores, offices, and markets of the city. The streets are wide and handsome, and the buildings in European style, with deep verandahs and arcades, all built of stone. The town is built on the side of a hill, with ferny, moss-covered banks, overlooking by tropical trees, close to some of the principal offices. At the back are the mountains, the peak overhanging, with the signal station on the top, always busy at work, making and answering signals with flags as ships and junks enter or leave the harbor. Soldiers and sailors abound in the streets; and if it were not for the sedan-chairs and palanquins, in which everybody is carried about by Chinese coolies with enormous hats, one might easily fancy oneself at dear old Old.

So much do these dependencies of the Crown in foreign countries resemble one another, even in such opposite quarters of the globe.

We were very anxious to leave the yacht here and to go up to Canton; but we find there is no possible hotel at the latter place. This is rather unfortunate, as, after our long residence on board, and all the knocking about at sea, the yacht requires repairing and refitting. She looks very well painted white, and the change is a great comfort in hot weather; but white paint does not wear well, and in order to maintain her good looks she ought to receive a fresh coat at every port. We can only go up the Pearl River at the very top of the tide, for in several places there are not fourteen feet of water over the shoals. It will, therefore, take us two or three days to accomplish what the steamers do in six hours, and a great waste of time will be involved.

To-day, for the first time, we have heard 'pigeon English' seriously spoken. It is very trying to one's composure to hear grave merchants, in their counting-houses, giving important orders to clerks and companions in what is called 'pigeon English,' and to see the silliness of many of the terms really means 'business English,' and certain it is that most Chinamen you meet understand it perfectly, though you might just as well talk Greek as ordinary English to them. 'Take piecey missie one piecey bag topside,' seems quite as difficult to understand as 'Take the lady's bag upstairs' would be; but it is easier to a Chinaman's intellect.

From the Praya we went up the hill to write out names in the Governor's book. It was a beautiful road all the way, running between lovely gardens and beneath shady trees. Government House is a fine building, situated on a high point of land, commanding extensive views in every direction. After a pleasant chat we descended the hill again, and proceeded to the Hongkong hotel foriffin. It does not seem a very desirable abode, being large, dirty, and ill kept. At one o'clock a ball rang, and the visitors all rushed in and took their places at various little tables, and were served with a 'scrumptious' sort of meal by Chinese boys.

After this, a carriage was sent for us, and we drove to the race-course. This is the fourth and last day of the races, and there is to be a ball to night to wind up with, to which every body seems to be going. The drive was a very pleasant one, the road presenting a most animated appearance, with crowds of soldiers, sailors, Chinamen, Parsees, Jews, all hurrying along by the side of the numerous sedan-chairs and carriages. We were puzzled to imagine where, on this rocky, hilly island, there could possibly be found a piece of ground flat enough for a race-course. But the mystery was solved when we reached a lovely little valley, about two miles from the town, where we found a very fair course, about the size of that at Chester, but not so dangerous. The grand stand is a picturesque object, with its thatched roof, verandahs, and sun-blinds. The interior, too, looks comfortably arranged, and certainly contains the most luxurious basket-chairs one could possibly desire. There are a lawn and a paddock attached, and very good temporary stables, over many of which are private stables and riding rooms.

Hongkong races are a great event, and people come down from Canton, Shanghai, Macao, and all sorts of places for them. Everybody knows everybody, and it seems to be altogether a most pleasant social meeting. Many ladies were present. Some of the races were capital, the little Chinese ponies scuttling along at a great pace under their big riders, whose feet seemed almost to touch the ground. There was also a race for Australian horses. But the most amusing event of all was the last scramble for Chinese ponies ridden by Chinese boys, in which horses and riders seemed to be exactly suited to one another.

The sun went down, and it grew cold and dark before it was over. The gentleman who walked back to the town, and I went down to the landing-place in solitary state in a carriage driven by an Indian coolie, attended by a Chinese footman. I was immediately surrounded by a thronging

crowd, each individual member of which was anxious to grip the marble of his own sampan. The carriage, having driven off, I was quite alone, and had some difficulty in dispersing them, and being allowed to enter the sampan I had selected. However, I did succeed at last, and making my boatman understand that they were to take me to 'the white ship,' as the junks are generally called, returned on board to rest.

Tuesday, February 27th.—Until half-past ten we were occupied in the pleasant task of reading news from home—all good this time, I am happy to say. At 10.30 we landed, and went up the hill to breakfast with Sir Arthur and Miss Kennedy, and heard a good deal about the colony. It is now nearly thirty years ago that I first came to Hongkong, and now it is a large and flourishing place, with splendid houses, institutions, roads, and gardens. We were also most agreeably surprised by the beauty of the scenery. It is really lovely, and though the hills around are barren, wherever cultivation has been attempted, vegetation appears to flourish luxuriantly. The climate cannot be very bad, judging by the healthy look of the residents and troops. Typhoons seem to be the greatest drawback. They come without any warning, and it is impossible to guard against them and their disastrous effects. Thousands of lives, and millions of pounds' worth of property, are destroyed in a few hours. We have been shown some of the effects of a very severe typhoon that occurred in 1874. It seems almost incredible that the mere force of the wind can snap iron posts in two, break granite columns, and blow off heavy roofs.

After breakfast the ceremony of presenting the departing Governor with a State umbrella took place. It was a token of respect from ten thousand Chinese inhabitants of Hongkong, and is the greatest compliment that can be paid to any official. It arrived in a large camphor-wood box, and the address, beautifully embroidered in gold thread and silk, was enclosed in a magnificent, sandal-wood box about four feet long, covered with the richest carving. Precisely at twelve some forty vermilion-coloured visiting cards were handed in, with the name of each member of the deputation written in Chinese and English characters. The visitors were all received in a large drawing-room, whilst we ladies observed the proceedings through the doors leading from a smaller room. It is not considered etiquette by the Chinese for ladies to appear at these public ceremonies.

After it was all over, a stroll through the town, and a look at the shops filled up the rest of the time in the morning, until we went on board to fetch the children for an expedition up the Peak to the signal station. As usual many visitors came on board the yacht, and it was later than I had intended before we could make a start. I had to carry up the steep ascent in a chair, but the children and dogs thoroughly enjoyed themselves scampering about. The little ones picked heaps of flowers and ferns. The dogs had not been allowed to land before, as everybody told me they would be sure to be stolen directly. We returned on board before sunset, and had time for a little rest before some friends arrived to dinner. We have shipped two Chinese boys here to work in the pantry and kitchen. They are excellent servants as a rule, but how they will get on with the others, and how they will like the sea-life, remains to be proved.

Wednesday, February 28th.—I was up and off at half-past six to the market, and returned to a late breakfast on board; after which a large party of Chinese merchants came as a deputation to invite Tom to fix a day to dine with them. I think they proposed to pay him what is for them an unusual compliment, partly because they were pleased with some remarks he made yesterday at Government House, and partly because they think so much of his services in making a voyage round the world in a yacht with his wife and family. They examined everything on board, and seemed to be specially interested in Tom's Board of Trade certificate, which one of their number translated in full for the benefit of the rest.

The Chinese part of the town stands quite away from the foreign settlement. It is dirty and crowded in spite of its wide streets, and the large, gaily coloured houses have the names and advertisements of their proprietors painted all across them. The theatre is in the middle of the city, and was densely crowded. A box had been reserved for us; for the ordinary seats are like a carpenter's bench. On the floor of the house men and women sat together, but in the galleries the men sat apart, and there were separate boxes for the women. The acting was rough, and accompanied by the most discordant music. The scenery consisted of an excessively rudimentary decoration, as you may imagine when I tell you that a steep hill up which the hero and heroine climbed with great difficulty was composed of five kitchen chairs arranged in a pyramid on the top of three kitchen tables, held in position by men in their ordinary dress. The fugitives were supposed to be a Tartar general and his wife, escaping from the fighting, and renewed at intervals with great noise and spirit. Some of the costumes were very fine, and cost from 30l. to 40l. apiece.

From the theatre we drove to the Chinese hospital, and thence to the Chinese recreation ground, where we saw stately itinerant quacks and vendors of all sorts of rubbish. As we were walking along, having left our chairs for a few minutes to look at the Chinese shops, a man picked my pocket of a one-dollar note. Mr. Freer and the Doctor saw, pursued, and caught him. He vehemently protested his innocence, but to no avail. They proceeded to strip him, found the note, gave him a good shaking, and told him to go.

Thursday, March 1st.—A most lovely morning, shrouded in the new-moon, which having come in like the most possible of lambs, will, we hope, not be like a roaring lion just as we expect to be in the middle of the Bay of Bengal. We left the yacht at 7.30, and went on board the 'Kin-Shan,' which is a regular American river steamer with beam engines and many deck-boats, which are painted white. The lower deck is crowded with the most inferior class of Chinese, some eight hundred of them being on board. It gave us rather a turn to see them all packed in under the hatchways and iron gratings. At each opening is posted an armed sentinel, ready to fire among the crowd in case of any disturbance. In the saloon, also, is a stand of pistols, and rifles with fixed bayonets ready for the European passengers to defend themselves with in case of emergency. There are very necessary precautions, on account of the numerous pirates who occasionally ship in disguise among the crew, murder the passengers and crew, and take possession of the steamer. At 9 a.m. we were

a vessel belonging to this same company was assailed in that way. Every one on board was murdered, and the ship taken to Macao. But this voyage was more prosperous, the captain was most kind and polite, and the boat clean and comfortable. An excellent breakfast, and an elaborate dinner were served at noon; all for the sum of four dollars a head, including wine, beer, and spirits ad libitum.

On first leaving Hongkong the course lies between islands and through fine mountain passes. Later on the country becomes flat and uninteresting, till the Bogue Forts are reached. Here are to be seen the remains of the old forts knocked down by the French and English guns.

About an o'clock we reached Whampoa, the leading port of Canton. The Pearl River is too shallow for large steamers to go up any higher; so we stopped here only a few minutes to disembark some of the Chinese passengers, and from this point the interesting part of the voyage began. The river, as well as all the little supplementary creeks, was alive with junks and sampans—masts and sails stuck up in every direction, gliding about among the flat paddies. Such masts and sails as they are, the mandarins' boats, especially, are so beautifully carved, painted, and decorated, that they look more as if they were floating about for ornament than for use. Just about two o'clock our large steamer was brought up close alongside the wooden pier as easily as a skiff, but it must require some skill to navigate this crowded river without accident. On the shore was an excited, vociferous crowd, but no one came to meet us, and we had begun to wonder what was to become of us—what we should do, and whether we should go in a strange city, where we did not know a soul—when we were relieved from our embarrassment by the appearance of the Vice-Consul, who came on board to meet a friend. He told us that, owing to an expected fall, all the houses were unusually full, and that not one of the people who had been written to could take us in. This was rather bad news, but we felt sure that something would turn up.

We landed, and, after proceeding a short distance along the dirty street, came to a bridge with iron gates, which were thrown open by the sentry. After crossing a dirty stream we found ourselves in the foreign settlement—Shamshen it is called—walking on nice turf, under the shade of fine trees. The houses of the merchants which line this promenade are all fine, handsome, stone buildings, with deep verandahs. At the back there are compounds with kitchen gardens, and under the trees dairy cows are grazing. Every household appears to employ itself with garden and farm produce, and the whole seems a most English, home-like appearance. We went first to the Vice-Consul, and then to the Jardine Hong. All the business houses retain the names of the firms to which they originally belonged, even when they have passed into entirely different hands. After a little chat we went on to the Deacon Hong, where we found they had just done tiffin, and where we met some old friends.

By the kindness of various people, to whom we were introduced, we all found ourselves gradually installed in luxurious quarters. As for us, we had a large room, comfortably furnished in English fashion, with a bath-room attached. All the houses are very much alike, and are fitted up in an equally comfortable style.

About three o'clock we started in five chairs, with Man-look-Chin for our guide. Tom vigorously protested against not being allowed to use his own legs, but everybody assured him that it was impossible in the crowded streets of the city, so he had to submit to being carried. No Chinaman, except those employed by foreigners, is allowed to cross any of the bridges over the stream, which completely surrounds the foreign settlement, and makes the suburb of Shamshen a perfect island. There are iron gates on each bridge, guarded by sentries in the state of things presented by the two sides of the bridge is most marvellous. From the quiet country park, full of large villas and pretty gardens, you emerge into a filthy city, full of a seething, dirty population, and where smells and sights of the most disgusting description meet you at every turn. People who have seen many Chinese cities say that Canton is the cleanest of them all. What the dirtiest must be like is therefore beyond my imagination. The suburbs of the city, where all sorts of cheap eating-shops abound—where the butchers and fishmongers expose the most untempting-looking morsels for sale, and where there are hundreds of all sorts of nasty-looking camp-followers, do not do up the hygienic of the smaller portion of the town. The houses are especially revolting. The Chinese, however poor, like several courses to their meals, which are served in little bowls on a small table to each person, and eaten with chop-sticks, as in Japan. It is to gratify this taste that what we should think a very minute fish, or a tiny chicken, is cut up into half-a-dozen pieces and sold to several purchasers.

I have since been told that only the captain and one or two passengers were killed, and the vessel ran ashore near, not at Macao.

(To be continued.)

BONAPARTE'S MANNER.—Generally the speeches of Bonaparte were loud and sparkling; they were concise, vigorous, full of power and sense, but wanting in feeling. The impression created by this young man was a painful admission, the mind was dazzled by the superiority of his talents, but the heart felt oppressed. There was not to be found in him any trace of that generous magnanimity that forestalls confidence, and forms the most beautiful feature in the character of heroes. * * * Among the personages met in the different scenes just described, Bonaparte alone seemed to possess the habits and easy air given by frequenting society. His smooth burn hair was dressed in a cue, it was not powdered, and hung very low over his forehead and the sides of his face; his eyes were red with fatigue. He had the smooth yellow coloring that physiologists state to belong to melancholy temperaments, and in their opinion, an index of the greatest poverty of mind. Lastly, as said before, he was quite destitute of gentleness or grace. His actions and words always bore the impress of a harsh arrogance, making his superiority always felt, but by making others all at ease. As he was going away the Marquis Henry somewhat happily expressed the painful feeling he had experienced. "I cannot men love you as much as they are compelled to esteem and adore you!"—*Reflections of the Marquis de Lafayette.*

JOSEPH BILLINGS-GATE.

When a man gets his whistle broke he generally puts it to soak in whiskey.

The strongest kind of men are those who have got the most weaknesses and know it. The great weakness of most people lays in the fact that their natures know them better than they know themselves.

I notice one thing, the man who rides on the cars every day is satisfied with one seat, but the man who rides once a year wants at least 4.

Lasting reputations are a slow growth. The man who wakes up famous sum morning is quite apt to go to bed sum night and sleep it all off.

Friendship don't appear to be any thing more than a business operation, into which man puts a certain amount of capital, and then commences trading upon it.

Young man, husband, your pleasures; there is not only more fun but more length to the fun in smoking alone than a straw than drinking it out of a four-quart pitcher.

Beware of that all and suspicious knitter, the man who knows there is going to be a sudden rise in hens' eggs, and can't tell it without taking 'ye' out behind the barn to whisper it in 'ye' ear.

I wouldn't give 10 cents a yard for all the pedigree in the world; if a man has got a level head on his shoulders, and an honest heart in his body, he has got all the pedigree I am in search of.

I am always a little suspicious of the old phellow who is forever preaching morality and the 10 commandments; I often find that his morality dates no further back than the time that the handle of his own pashuns went out.

A THRENODY.

"The Akhond of Swat is dead"—*London Papers of January 22.*

What, what, what,
What's the news from Swat?
Sad news,
Sad news
Comes by the cable led
Through the Indian Ocean's bed,
Through the Persian Gulf, the Red
Sea and the Med-
iterranean—his dead—
The Akhond is dead!

For the Akhond I mourn,
Who wouldn't?
He strove to disregard the message stern,
But he Akhondn't.

Dead, dead, dead;
(Sorrow, Swat!)
Swats who has wif' Akhond fled,
Swats whom he hath often led
Onward to a gory bed,
Or to victory,
As the case might be,
Sorrow, Swat!
Shed tears like water
Your great Akhond is dead!
That's Swat's the matter!

Mourn, city of Swat,
Your great Akhond is not,
But lain dead worms to rot.
His mortal part alone, his soul was caught
(Because he was a good Akhond)
Up to the boom of Mahond.

Miscellaneous.

AN EYE TO THE MAIN ORANGE.—The Major—"You're a very nice fellow, Tommy! Don't most people tell you so?" Tommy—"Yes, they does; and they often gives me something."

THE Grand Orient of France, having eliminated the name of the Supreme Being from its proceedings, the Grand Lodge of English Freemasons have opposed such a step, a belief in the Great Architect of the Universe being one of the landmarks of Freemasonry.

OCEAN TEMPERATURE.—The temperature of the ocean is invariably highest at the surface. Down to 100 fathoms it cools rapidly, more slowly to 500 or 600 fathoms, and with extreme slowness to the bottom, where it is almost uniform. At Fernando Noronha, almost under the Equator, it actually reaches almost to the freezing point at the greatest depth, while at the surface its mean is 21 degrees centigrade and the mean heat of the crust of the earth is not less than 8 degrees centigrade. The explanation of this low bottom temperature is the constant current of cold water which wells up the deep Atlantic at deep levels from the Antarctic Sea, interrupted only by certain accidental barriers, while the heat of the surface is regulated by other less universal agencies. It is supposed that this constant influx from the south is neutralized by the greater evaporation in the more northerly regions, while its supply is kept up by the great deposit of rain and snow in the extreme south. The Arctic Sea, being nearly landlocked and of smaller extent, appears to have little influence.—*London Spectator.*

Tax following, according to the *Times* Calcutta Correspondent, is the peroration of Lord Lytton's remarkably powerful and brilliant speech—

"I am unwilling to hamper the diffidence of honest thought; but I recognize in the present circumstances of this country, and in the present condition of the populations committed to our charge the clear and obvious duty of checking the propagation of sedition, and preventing ignorant, foolish, and irresponsible persons from recklessly destroying the noble edifice which still generously shelters even its vile detractors. That edifice has been slowly reared by the genius of British statesmanship utilizing the achievements of British valour. It was founded by English enterprise and demarcated by English blood, and is adorned with the brightest memorials of English character. The preservation of this great Imperial holocaust is the first and highest duty of those to whose charge the inheritance is entrusted—a duty owed to the memory of our fathers, as well as to the interest of our children; to the honour of our Sovereign and less than to the welfare of all her subjects is laid."

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

PRICE. \$24 PER ANNUM.

Shipping.

A SUBSTANTIALLY-BUILT BUNGALOW
on SHAMERN, in Canton. Possession
from 26th May.
Apply to
AHMEDBOY HABIBBOY.
Hongkong, May 8, 1878.

AND A HALF per Part.
To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.
Hongkong, March 1, 1878.

Friends that he is about to visit
SHANGHAI, and will be absent from Hon-
gong from April 1st to June 15th.
Hongkong, March 4, 1978.

THE DEVOTE MANUFACTURING Co
80 Beaver and 127 Canal Streets,
[1711] NEW YORK, U.S.A.

Hongkong, May 20, 1978,

For Freight, apply to
VOGEL, HAGEDORN & CO
 Hongkong, April 2, 1878.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be dispatched for San Francisco via Yokohama, on TUESDAY, the 28th May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai. Freight will be received on Board until 4 p.m. of the 27th May. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS. SPECIAL REDUCTIONS granted to Officers of the Army and Navy and to Members of the Civil and Consular Services.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMORY, Agent.

Hongkong, May 23, 1878. my23



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London direct, Also, Bombay, Madras, Calcutta, and Australia.

THE PRINCIPAL AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "COMBARDY," Captain J. COMAR, will leave this on SATURDAY, the 1st June, at Noon.

For further Particulars, apply to A. LIND, Superintendent. Hongkong, May 18, 1878. jel

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AS YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be dispatched for San Francisco, via Yokohama, on the 28th May, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers. A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS OF THE ARMY AND NAVY, AND MEMBERS OF THE CIVIL AND CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until 4 p.m. of the 27th May. PARCEL PACKAGES will be received at the office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 37, Queen's Road Central. RUSSELL & Co., Agents.

Hongkong, May 20, 1878.

NOTICES TO CONSIGNEES. OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo by Steamship "BELGIO" are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, from whence delivery can be obtained upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 30th instant will be subject to rent. No Fire Insurance has been effected.

G. B. EMORY, Agent. Hongkong, May 23, 1878. my30

SHIP SIR HARRY PARKES, FROM LONDON.

THE above-named Vessel having arrived, Consignees of Cargo by her are requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAFFRAIK & Co., Agents.

Hongkong, May 23, 1878.

NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. "Historian" having arrived from the above Ports, Consignees of Cargo are requested to send their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co. Hongkong, May 20, 1878. my27

NOTICE TO CONSIGNEES.

CONSIGNEES of the Undermentioned Cargo are hereby informed that unless the same be taken delivery of within date month from this date it will be sold to pay expenses.

Ex "Argentine," 30th April, 1877, M. 10 Cases.

Ex "Elgin," 26th May, 1877, W S (in diamond) 3 Cases.

D S & Co. (in diamond) 1 Box. JARDINE, MATHESON & Co. 7, Queen's Road, Hongkong, May 4, 1878. jel

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underwriter for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected. R. DU POUEY, Agent.

Ex "Ironclad," K (in diamond) 515/24 Order, from 10 cases Worsteds, London.

Ex "Sindh," LA 6/7 Order, 2 cases Fire, from Arms, Marseilles.

Hongkong, May 18, 1878.

NOTICES OF FIRMS.

NOTICE.

MR. WILLIAM HENRY HARTON, J.B., is This Day admitted a Partner in our Firm.

GILMAN & Co. Hongkong and Foochow, May 1, 1878. jel

NOTICE.

THE Interest and Responsibility of Mr EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co. China, March 8, 1878. se8

NOTICE.

THE Interest and Responsibility of Mr M. S. GUBBAY in our Firm CEASED on the 31st December, 1877.

DAVID SASSOON, SONS & Co. Shanghai, May 11, 1878. my29

NOTICE.

THE PARTNERSHIP existing between Mr JOHN G. PURDON and Mr HENRY W. DAVIS in Hongkong and Canton, under the Style of Purdon & Co., is This Day Dissolved by mutual consent; either Partner will sign in liquidation, and the Business will be carried on by Mr H. W. DAVIS under the Style of DAVIS & Co.

PURDON & Co. China, April 30, 1878.

MR. HENRY W. DAVIS retires from, and his Interest and Responsibility CEASED in our Firm at Foochow from the 30th ultimo; and Messrs JOHN ANDREW MAITLAND and EDWARD PYTE HAGUE are admitted PARTNERS therein from This Date.

PURDON & Co. China, May 1, 1878.

MR. JOHN GRAEME PURDON is This Day admitted a PARTNER in our Firm.

MAITLAND & Co. Shanghai, May 1, 1878.

MR. CHARLES COLE is authorized to sign our Firm per procuration at Foochow.

PURDON & Co. Foochow, May 1, 1878. jel8

NOTICE.

THE Interest and Responsibility of the Underwriter in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CEASED from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

OHON AYIN. Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Underwriter has taken the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOCK CHOW, as Translator and General Manager of the newspaper, which under its new regime will be found to be as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM. Leung of the Hongkong Chinese Mail. Hongkong, April 6, 1878.

NOTICE.

THE Underwriter has been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurance at current rates.

ROSLAND, WISE & Co. Hongkong, October 14, 1878.

INSURANCES.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000
PERMANENT RESERVE....." 230,000
SPECIAL RESERVE FUND....." 104,000
Total Capital and accumulations.....Tls. 754,000

Directors: F. B. FORBES, Esq., Chairman. M. P. EVANS, Esq. O. LUCAS, Esq. C. KREBS, Esq. Wm. MEYERINE, Esq.

Secretaries: Messrs. RUSSELL & Co., Shanghai. London Bankers: Messrs. BARNES BROTHERS & Co. Agencies in: HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents. Hongkong, May 10, 1878. ool

CHINESE INSURANCE COMPANY, (LIMITED.) NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents. Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY. THE Underwriter, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co., Agents, Royal Insurance Company. Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament. ESTABLISHED 1809. CAPITAL £2,000,000.

THE Underwriter, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents. Hongkong, July 6, 1878.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED. CAPITAL ONE MILLION DOLLARS.

Directors: KWOK ACHONG, Merchant. PING YIM, Merchant. Ho Sze, of the Yee On Hong, Merchant. Lee Sze, of Lai Hing Firm, Merchant. CHENG SING YONG, Merchant. CHOW CHAN, Merchant.

Manager—HO AMEL. POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.

OFFICE, Nos. 8 and 9, Praya West. Hongkong, August 23, 1877. an23

THE LONDON ASSURANCE COMPANY, INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underwriter having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department. Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department. Policies for long or short periods at current rates. A discount of 20% allowed.

Life Department. Policies issued for sums not exceeding \$5,000 at reduced rates.

ROLLAND, WISE & Co. Hongkong, July 24, 1878.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underwriter have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurance at current rates.

ROLLAND, WISE & Co. Hongkong, October 14, 1878.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES. JAS. B. COUGHTRIE, Secretary. Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.) CAPITAL—Two Millions Sterling.

THE Underwriter are prepared to grant Policies against the Risk of FIRE on Buildings and on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and submitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to ARNOLD, KARBURG & Co. Agents Hongkong & Canton. Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE COMPANY.

THE Underwriter are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents. Hongkong, January 1, 1874.

Intimations. W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAVA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 13, 1878.

NOTICE. THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued daily instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the Chinese Mail. The annual subscription which has attended the Chinese Mail makes it an admirable medium for advertisements.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

Chinese Mail Office, 17th February, 1874.

AFONG, PHOTOGRAPHER, by appointment, to H. E. SIR ARTHUR KENNEDY, H. E. ADMIRAL ALFRED P. RYDER, and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

HAS on hand the Largest and Best collection of Views of China, Photographs of the Ruins and destructions at Canton, caused by the Tornado of the 11th instant. Coloured Photographs of English Ladies, Russia, Leather, Velvet, Morocco, and Carved-wood Photographs Albums; Scrap Books, Armorial Monograms and Postage Stamp Albums; Frames and Cases; Gilt-Moulding for Frames, all of assorted sizes, tastes and prices.

NOTICE OF REMOVAL. The above has the pleasure to inform his numerous Customers and the Public of Hongkong, that his Photography Establishment is Removed to the Newly-erected Commodious Building in Queen's Road Central, next to Messrs SAUNDERS & Co.'s. Hongkong, April 23, 1878.

WASHING BOOKS. (In English and Chinese.) WARRICKMAN'S BOOKS for the use of Ladies and Gentlemen, are now ready at this Office—Price, 1/6 each. CHINA MAIL OFFICE.

Intimations.

Volume Sixth of the "CHINA REVIEW."

Now Ready. No. V.—Vol. VI.—OF THE—"CHINA REVIEW"—CONTAINS—

Bibliography of the Chinese Imperial Collections of Literature. Imperial Confucianism. The Tang Kou Chi. Geographical Notes on the Province of Kiangsi.

Chinese Moral Sayings Compared with Those of the Greek Tragedians. Translations of Chinese School-books. Short Notices of New Books and Literary Intelligence. Notes and Queries.

Portuguese from Macao in Peking in the first quarter of the 17th Century. Grimm's Laws in Chinese. Primer of English for Chinese. Chinese Cloisonné Enamel. The Chinese Silver Coinage of Tibet. Use of Bricks. Opium Eating in China. The Tai Tribes of Yunnan. Books Wanted, Exchanges, &c.

China Mail Office, Hongkong, May 18, 1878.

THE CHINESE MAIL. TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion; and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places where Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

Hongkong, February 23, 1874.

STANDARD FIRE OFFICE, LONDON.

THE Underwriter having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$40,000, on Buildings or on Goods stored therein.

DISCOUNT 20% VOGEL, HAGEDORN & Co. Hongkong, March 1, 1878.

PRICE \$6. THE TREATY PORTS OF China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH FILING, YERO, HONGKONG AND MACAO. FORMING A GUIDE BOOK & VADE ME- CUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

8vo. pp. 618. With 20 MAPS and PLANS by WM. F. MATHER, N. B. DENNY, and CHAS. KING.

COMPILED AND EDITED BY N. B. DENNY, F.R.S. LONDON: N. TRUENNER & Co. HONGKONG: China Mail Office. Price, \$6, leather half bound.

The scope of this work includes detailed descriptions of important Sites and Monuments, notes on the Climate and general Topography, History, Flora, Geology and Meteorology of each Port and its neighbourhood, with HISTORICAL NOTICES and minute details respecting the rise and progress and social characteristics of the several foreign settlements. To these particulars are added summaries and statistics of the TRADE of each open Port, compiled from official returns, together with statements respecting COINAGE, CURRENCY, and EXCHANGE, and rates of PASSAGE MONEY. Hints, and recommendations to travellers, giving full particulars of OUTFIT and mode of proceeding to the less frequented settlements are also included, combined with notes on DOMESTIC MARKETS and Mode of Living.

In addition to furnishing similar particulars, the Section devoted to Hongkong contains an historical sketch forming a chronological index of the chief events which occupied public attention between 1841 and 1865, including POLITICAL EVENTS, Changes in the GOVERNMENT SERVICE, the passing of important ORDINANCES, the ARRIVAL and DEPARTURE of EMPERORS, RESIDENTS, a record of the most notable PRICES, BARRIERS, MURDERS, FRAUDS, and CRIMINAL TRAILS, ADDRESSSES and PRESENTATIONS, &c., &c.

The appendix contains full tables of the various steam companies' lines. It also includes a Catalogue of over 440 works published in the English language upon China and Japan, while a copious Index at the end of the work affords a ready means of reference to the reader.

Chair and Boat Hire. LEGALIZED TARIFF OF FEES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COUNTY OF HONGKONG. Chairs and Ordinary Pullaway Boats.

Half hour,10 cts. Hour,20 cts. Three hours, ..50 cts. Six hours,70 cts. Day (from 6 to 9), One Dollar.

Licensed Bearers (each). Hour,10 cts. Half day,35 cts. Day,50 cts.

BOAT AND COOLIE HIRE. POATS. 1st Class Cargo Boat of 8 or 900 piculs, per Day, \$8.00

1st Class Cargo Boat of 8 or 900 piculs, per Load, 2.00

2nd Class Cargo Boat of 600 piculs, per Day, 2.50

2nd Class Cargo Boat of 600 piculs, per Load, 1.75

3rd Class Cargo Boat or Ha-kan Boat of 800 piculs, per Day, 1.50

3rd Class Cargo Boat or Ha-kan Boat of 800 piculs, per Load, 1.00

3rd Class Cargo Boat or Ha-kan Boat of 800 piculs, Half Day, 50

Samsons. or Pullaway Boats, per Day, \$1.00

One Hour, 20

Half-an-Hour, 10

After 6 p.m., 10 cents extra.

Nothing in this Scale prevents private agreements.

That for the Street Coolies is as follows:— STREET COOLIES. Scale of Hire for Street Coolies.

One Day, 25 cents.

Half Day, 15

Three Hours, 10

One Hour, 5

Half Hour, 3

Nothing in the above Scale is to affect private agreements.

THE HONGKONG CHINESE MAIL. THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop. Canton.—Sung Chuen Native Post Office, Luen Hing Street; Chai Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsai Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Kowloon; Kwai Heung Shop, Sin Chong, Honan.

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Ningpo.—Mr Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong. Ohong.—Yee Shun Hong. Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Shrimp	catg	80	70	罐
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Snapper,	110	100	立魚
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Sole, Fresh . . . ,	120	110	擺沙魚
Tench, . . . ,	100	90	鯰魚
Turtles, small, fresh water,,	350	300	脚魚

Whiting,	140	—	白青
Fruits.			菓子
Aleurites,	60	50	子

Whiting,	140	—	白青
Fruits.			菓子
Aleurites,	60	50	子

Vegetables.

Vegetables.			
Asparagus, . . .	tin	450	400
Bamboo Shoots, . .	catty	70	60
		80	16

Beans, sprout,	each	20	10	芽菜
„ French,	„	60	50	邊豆
„ Long, Dolichos, „	„	40	30	豆角
Beet Root,	each	20	10	紅菜頭

Brassica,	20	18	白菜
Cabbage, Hongkong, . . .	150	70	香港椰菜
" Macao, " "	150	70	澳門椰菜
" red for pickling . . .	100	80	紅椰菜

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